Revenue freight loading

(in million tonnes)

Commodity	April to January		
	1997-98	1998-99	1999-2000
Coal	171.36	162.42	170.99
Cement	30.52	29.07	35.26
Steel	9.52	8.78	9.47
Iron Ore	40.68	39.34	40.87

From the above it is seen that during April-January, 1999-2000, a positive growth over last year has been witnessed in movement of all commodities including coal, cement, steel and iron ore. However, movement of coal and steel has been slightly lower than the loading achieved during April-January, 1997-98.

(b) Cyclones in Orissa, imports of coal and recession in steel industry has been responsible for the shortfall in loading level of coal and steel during 1999-2000.

(c) Ministry of Railways is maintaining continuous and close liaison both with the rail-user organisations as well as the concerned Ministries / Departmets for maximising movement of traffic by rail. Also close monitoring is being done both at the field level as well as at the Railway Ministry level to ensure smooth movement of freight traffic. Besides this, aggressive marketing strategies have been adopted by Railways to give support to rail traffic demand to increase the quantum of rail freight traffic.

Facilities at Balamau Junction

1798. SHRI SURYABHAN PATIL VAHADANE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received two representations from passengers of Balamau Junction regarding quota of four berths each in 4275 UP and 4265 UP trains and stoppage of 4307 and 4308 trains;

(b) if so, the action taken thereon;

(c) whether Government also have a proposal to open proper enquiry system at the Balamau Junction and ticket booking windows on the other side of the station;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) A quota of two berths each by 4257 Kashi-Vishwanath Express and by 4265 Varanasi-Dehradun Express has been allotted at Balamau Junction with effect from 15.4.2000 and 15.5.2000 respectively. At present, there is no proposal for stoppage of 4307 / 4308 Mugalsarai-Bareilly Express at Balamau Junction.

(c) to (e) There is no such proposal at present as the present level of traffic does not justify the same.

Delay in arrival of art cranes at Ghaisal rail accident site

1799. SHRI MD. SALIM: Will the Minister of RAILWAYS be pleased to state:

(a) whether after the Rail accident in Ferozabad in 1995, Government had decided to import Accident Relief Cranes of 140 Ton capacity;

(b) whether after the accident on 2nd August, 1999 at Ghaisal, there was an extraordinary delay in arrival of such crane on the spot;

(c) whether one such crane could not move from New Jalpaiguri, 70 km from the accident site, though it was inaugurated in February 1999;

(d) if so, the reasons therefor; and

(e) if not, the details of location of the nearest available 140 Ton relief crane when this accident took place?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) No, Sir.

(c) to (e) The accident relief cranes were ordered from New Guwahati (140 T), New Jalpaiguri (65 T), Sahibganj (85 T), and Asansol (140 T). The first crane arrived at the site at 1720 hrs. of 02.08.99. It could not be put to use immediately as Accident Relief Medical Train was in Block Section and the passengers trapped in the debris were being extricated. The cranes could be put